



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Twenty Third Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/23) & Sixth Meeting of the Regional Aviation Safety Group for the AFI Region (RASG-AFI/6) – Joint sessions

(Virtual, 23 November and 2 December 2020)

Agenda Item 3: APIRG and RASG-AFI Coordination

3.C. Coordination of Annual Reporting

(Presented by the Secretariat)

SUMMARY	
<p>This working paper presents the annual reporting requirements in accordance with the Council-approved terms of reference of the PIRGs and RASGs, the GANP and the GASP provisions, and the need for closer coordination of the Annual Reporting of the AFI Region.</p> <p>The action by the meeting is at paragraph 3.</p>	
<i>Strategic Objectives</i>	<p>This working paper is related to all ICAO Strategic Objectives.</p>

1. INTRODUCTION

1.1 The APIRG and RASG-AFI have been meeting so far based on an 18-month cycle, in accordance with their respective Procedural Handbooks. Experience has shown that in practice, the average time between two consecutive back-to-back meetings of these two regional groups is around two years. As a result, the AFI Regional has not been able to comply with the Council Annual Reporting requirement for the years during which no meeting was held.

1.2 In addition to the APIRG and RASG-AFI meeting reports, the RASG-AFI publishes a separate annual report on progress made in the implementation of GASP goals and targets, and regional safety priorities.

1.3 This working paper discusses the way forward to ensure that the AFI Region effectively complies with the annual reporting requirements in accordance with the Council-approved terms of reference of the PIRGs and RASGs, as well as the GANP and the GASP provisions.

2. DISCUSSION

Requirement for Annual Reporting to ANC and Council

2.1 A consolidated annual report on the progress and outcomes of all the PIRG and RASG activities, as well as progress made in the regional implementation of GANP and GASP covering the previous year is to be presented to the Air Navigation Commission (ANC) and Council.

2.2 The annual report not only focus on the outcomes of PIRGs and RASGs meetings, but also on the regional safety and air navigation implementation progress and challenges. A table of common challenges identified in all the Regions is required that:

- a) Identify the issue;
- b) Indicate Regions affected;
- c) Show the action/status;
- d) specify timelines for completing actions to address the common challenges;
- e) link the actions to objectives contained in the GANP and the GASP;
- f) cross-reference the issues listed to actions that need to be undertaken by ICAO Headquarters as well as the Regional Offices, and;
- g) identify as well as recommending particular actions that would need to be taken by the Council to address particular challenges. (C-Dec 211-05).

2.3 The PIRGs and RASGs report outcomes to the ICAO Council through the Air Navigation Commission (ANC) as facilitated by the ICAO Secretariat.

Status of implementation

2.4 **Appendix A1** to this working paper provides the status of APIRG and RASG-AFI meetings held from 2012 to 2019, as well as well as the Annual Reports submitted to ICAO Council and regional progress reports on the implementation of GASP and/or GANP and regional priorities. It shows that the APIRG and RASG-AFI have not met on a yearly basis. In this regard, the adoption of annual meetings for APIRG and RASG-AFI will ensure compliance of the AFI Region with the requirement to report to the Council through the Air Navigation Commission on annual basis.

2.5 The combined report on APIRG/22 and RASG-AFI/5 meetings held in July/August 2019 in Accra, Ghana was presented to the ANC and the Council (WP02 refers) in August 2020, and the combined report on APIRG/23 and RASG-AFI/6 meetings will likely be presented in the first quarter of 2021.

Coordination of Annual Reporting

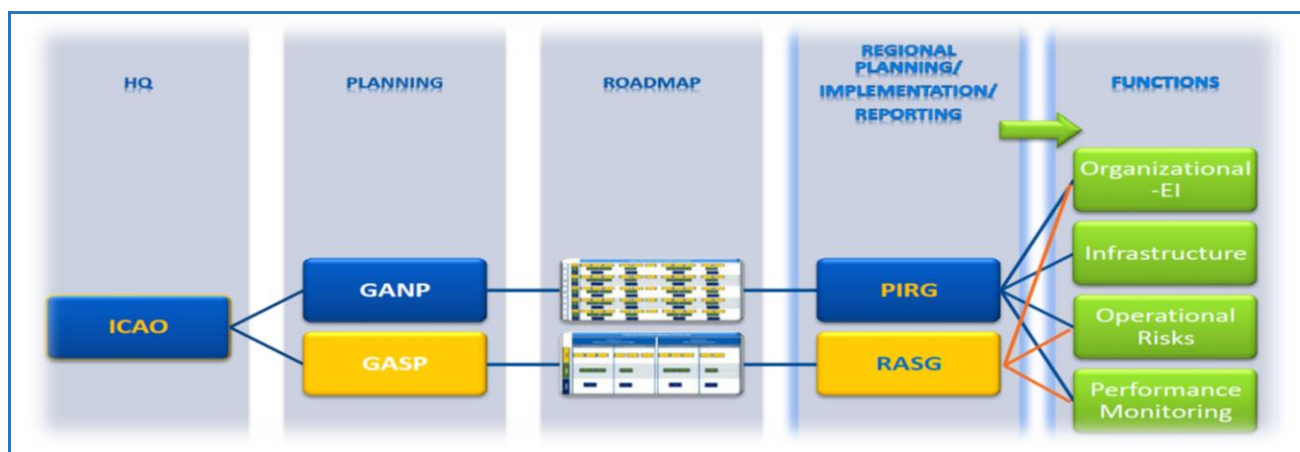
Annual Report to ANC and Council

2.6 In accordance with the terms of reference for PIRGs and RASGs, a Technical Officer from ICAO Headquarters (Air Navigation Bureau) will participate and provide support to the meetings and subsequently arrange for the presentation of reports, in coordination with the AFI Regional Offices and Chairpersons of the APIRG and RASG-AFI, to the ANC and Council for review and harmonization.

2.7 The APIRG and RASG-AFI will report to Council on an annual basis through the consolidated report on PIRGs and RASGs, and the groups meeting reports should be provided in a standardized format to the governing bodies of ICAO to identify regional and emerging challenges. These reports shall include as a minimum the items described in **Appendix B** to this working paper.

2.8 The table and graph below show the global and regional planning and implementation framework, and the functions needed which require coordinated reporting and monitoring.

Plenary APIRG + RASG AFI	APIRG	Coordination issues + Report	Organizational challenges
	RASG-AFI		Infrastructure
			Operational risks
			Performance measurements



Other regional reports

2.9 In addition to its meeting reports, the RASG-AFI has been consistent in publishing, through its Annual Safety Report Team (ASRT), an Annual Safety Report on progress made in the implementation of GASP goals and targets and regional safety priorities, as shown in **Appendix A2** to this working paper. The RASG-AFI Annual Safety Report Team (ASRT) was established by the RASG-AFI Steering Committee (RASC) in 2014 and assigned the task of producing annual safety reports on the RASG-AFI Region. The Team comprises representatives from IATA, ICAO, AFCAC, BOEING and AIRBUS.

2.10 Similarly, the APIRG has established an Annual Air Navigation Reporting Team (AANRT) tasked with developing the APIRG Annual Air Navigation Report based on available information, including the Air Navigation Deficiency Database, global/regional reports, survey results, studies, gap analyses, traffic forecast data, etc.

2.11 The core membership of the AANRT includes ASECNA, ATNS, AIRBUS, IATA, and CANSO, supported by the Chairperson, Vice-Chairpersons, the Secretariat of the APIRG, and representatives from States and relevant stakeholders, such as air navigation service providers, airspace users, aircraft manufacturers, professional organizations, monitoring agencies, international/regional organizations, etc.

2.12 Currently, akin to the RASG-AFI ASRT, the APIRG AANRT is in the process of developing a consolidated AFI Air Navigation Report for 2019/2020 based on the comprehensive information contained in the Consolidated Annual Report to Council on PIRGs and RASGs activities for 2019/2020 (AN-WP9416 refers) as shown in **Appendix C** to this working paper. This information will be complemented by the information contained in the RASG-AFI 2019 Annual Safety Report on common areas (WP07 refers), as well as the information provided by States and Industry on global/regional air navigation developments in 2019/2020, despite the challenges associated with the COVID-19 crisis.

2.13 The APIRG/23 meeting will review the AANRT work in progress and agree on the timelines for the release of the 2019/2020 APIRG Annual Air Navigation Report. In this exercise, the AANRT is expected to benefit from the experience gained by the RASG-AFI ASRT in this domain. This approach would allow the release of the AFI Annual Air Navigation Report – 2019/2020 during the first Quarter of 2021.

2.14 A summary of the structure of the current Annual Reporting Teams is provided in Table below:

Groups	APIRG	RASG-AFI
Reporting Team	AANT	ASRT
Core Members	AIRBUS	AIRBUS
	IATA	IATA
	ASECNA	BOEING
	ATNS	AFCAC
	CANSO	
	Secretariat	Secretariat
Supporting Members	States, Industry, Organizations	

2.15 The adopted APIRG/RASG-AFI meeting format combines joint and separate sessions, with a combined meeting report submitted to the ICAO Council through the ANC. However, the approach adopted over the years for the RASG-AFI Annual Safety report, and now being adopted for the APIRG Annual Air Navigation report, is yet to be properly coordinated between the two regional groups.

2.16 Furthermore, in order to avoid duplication of efforts by optimizing the available resources while ensuring consistency of the information and data collected and published on APIRG/RASG-AFI common areas, the meeting may wish to request the ARC-TF to explore and recommend suitable strategies for an effective annual reporting framework at regional level.

3. CONCLUSION

3.1 The meeting is invited to:

- 1) note the requirement for annual reporting;
- 2) note the requirement for regional monitoring and reporting on implementation progress;
- 3) encourage APIRG and RASG-AFI to closely coordinate their activities related to regional reporting on implementation of GANP and GASP provisions and regional priorities in the identified common areas, leveraging the experience gained by RASG-AFI through its ASRT; and
- 4) request the ARC-TF to develop proposals on ways of ensuring compliance of the AFI Region with annual reporting requirements in an effective, synchronized and timely manner, and report to APIRG/24 and RASG-AFI/7 meetings in 2021.

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APPENDIX A1 –

PARTICIPATION IN PIRG AND RASG MEETINGS 2012 – 2019

Year	APANPIRG	RASG-APAC	APIRG	RASG-AFI	EASPG	NATSPG	GREPECAS	MIDANPIRG	RASG-MID	RASG-PA*
2019	22 (151)	19 (101)	37 (223)	30(87)	31(53)	8 (15)	9 (34) - PPRC/5	14 (98)	14 (98)	7 (28) - (ESC/32) 12 (50) Plenary Meeting 4 (18) - (ESC/33)
2018	27 (173)	22 (89)	No meeting	No meeting	40 (111)	9 (32)	18 (101)	No meeting	No meeting	5 (27) - (ESC/31) 8 (27) - (ESC/30)
2017	27 (175)	20 (88)	38 (171)	29 (131)	35 (119)	8 (31)	No meeting	13(80)	11(60)	No meeting
2016	30 (154)	31 (169)	No meeting	No meeting	35 (87)	9 (29)	13 (45) - (PPRC/4)	No meeting	11(59)	22(203)
2015	28 (141)	31 (109)	30 (151)	24 (128)	36 (92)	9 (24)	11 (34) - (PPRC/3)	13 (89)	10 (49)	23 (147)
2014	25 (122)	24 (91)	19 (120)	No meeting	35 (92)	9 (28)	17 (103)	No meeting	7 (69)	22 (110)
2013	26 (122)	24 (100)	38 (222)	26 (118)	29 (74)	9 (28)	13 (37) - (PPRC/2)	14 (85)	No meeting	20 (69)
2012	28 (118)	33 (197)	43 (255)	33 (177)	34 (76)	9 (29)	11 (39) - (PPRC/1)	10 (102)	9 (40)	9 (44)

Figures in this table reflect the number of States and the total number of participants in parenthesis

*RASG-PA and GREPECAS hold their plenary meeting every three years. In the years that no plenary meeting is held, Executive State Meetings (ESC for RASG-PA and PPRC for GREPECAS) are conducted. Number of participants includes ICAO staff attending.

Number of PIRG/RASG Member States

PIRGs		RASGs	
APIRG	48	RASG-AFI	48
APANPIRG	39	RASG-APAC	39
EANPG	55	RASG-EUR	56
NATSPG	9	(NATSPG)	
MIDANPIRG	15	RASG-MID	15
GREPECAS	37	RASG-PA	38

APPENDIX A2 –

PARTICIPATION IN APIRG AND RASG-AFI MEETINGS & ANNUAL REPORTS: 2012 – 2019

Year	APIRG			RASG-AFI		
	Meetings – #States (#Participants)	Annual Report to Council	Regional Air Navigation Report	Meetings – #States (#Participants)	Annual Report to Council	Regional Aviation Safety Report
2019 (July/August)	APIRG/22 – 37 (223)	Yes (combined)	Under development	RASG-AFI/5 – 30 (87)	Yes (combined)	Yes
2018	No meeting	No	No	No meeting	No	Yes
2017 (October)	APIRG/21 – 38 (171)	Yes	No	RASG-AFI/4 – 29 (131)	Yes	Yes
2016	No meeting	No	No	No meeting	No	Yes
2015 (November/December)	APIRG/20 – 30 (151)	Yes	No	RASG-AFI/3 – 24 (128)	Yes	Yes
2014 (July)	APIRG/EO – 19 (120)	Yes	No	No meeting	No	Yes
2013 (October/November)	APIRG/19 – 38 (222)	Yes	No	RASG-AFI/2 – 26 (118)	Yes	No
2012 (March)	APIRG/18 – 43 (255)	Yes	No	RASG-AFI/1 – 33 (177)	Yes	No

APPENDIX B –

PIRG/RASG STANDARDIZED REPORTING FORMAT

APIRG Reporting Format	RASG-AFI Reporting Format
a) a brief history of the meeting (duration and agenda);	a) a brief history of the meeting (duration and agenda);
b) a list of meeting participants, affiliation and number of attendees;	b) a list of meeting participants, affiliation and number of attendees;
c) a list of conclusions and decisions with a description of their rationale (what, when, why and how);	c) a list of conclusions and decisions with a description of their rationale (what, when, why and how);
	d) a list of safety enhancement initiatives (SEIs) linked to the associated GASP targets and indicators, and the appropriate mechanism used to measure their effectiveness;
d) common implementation challenges identified amongst PIRG members and possible solutions, assistance required and estimated timelines to resolve, if applicable, by sub-region;	e) common implementation challenges identified amongst RASG members and possible solutions, assistance required and estimated timelines to resolve, if applicable, by sub-region;
e) identification of and recommendations on particular actions or enhancements that would require consideration by the ANC and Council to address particular challenges, including the need for amendment proposals to global provisions and guidance materials submitted by States;	f) identification of and recommendations on particular actions or enhancements that would require consideration by the ANC and Council to address particular challenges;
f) a list of issues cross-referenced to actions to be taken by ICAO Headquarters and/or Regional Offices;	g) a list of issues cross-referenced to actions to be taken by ICAO Headquarters and/or Regional Offices;
g) based on the GANP, and associated KPIs and tools, report to the extent possible on the status of implementation of air navigation goals, targets and indicators, including the priorities set by the region in their regional air navigation plans exploring the use of regional dashboards to facilitate monitoring regional progress being made;	h) based on the GASP, and associated SPIs and tools, report to the extent possible on the status of implementation of safety goals, targets and indicators, including the priorities set by the region in their regional safety plans exploring the use of regional dashboards to facilitate monitoring regional progress being made;
h) a list of items for coordination with the RASG and a concise summary of the outcome of related discussions;	i) a list of items for coordination with the PIRG and a concise summary of the outcome of related discussions;
i) air navigation deficiencies identified and timelines for mitigation thereof; and	j) feedback on implementation issues and actionable recommendations to the ICAO Council to continually improve future editions of the GASP that identify regional safety objectives and priorities to ensure proper focus on emerging safety concerns; and
j) the work programme and future actions to be taken by the PIRG.	k) the work programme and future actions to be taken by the RASG.

APPENDIX C:
CONSOLIDATED REPORT ON PIRGS AND RASGS ACTIVITIES FOR 2019: AFI REGION
(AN-WP9416, EXTRACT)

REPORT ITEM	PIRG	RASG
Regional action plan for GANP/GASP implementation	<ul style="list-style-type: none"> • Assisted States with planning and implementation related to global and regional plans and priorities, including the Global Air Navigation Plan (GANP), Aviation System Block Upgrades (ASBUs) and the APIRG identified regional priorities including the Regional ATM Contingency Plan. Reviewed States' progress and proposed actions. • ATM: <ul style="list-style-type: none"> ▪ User preferred routing, implementation of Free Routing Airspace in the AFI region; improved implementation of PBN CCO/CDO routes; ▪ Improved implementation of national SAR programmes/plans; ▪ Elimination of duplicated 5-LNCs and the harmonization of the State AIPs and ▪ Reduction of ATS incidents and AIRPROX. ▪ Improvement of safety in RVSM airspace. • AIM: <ul style="list-style-type: none"> ▪ Implementation of QMS in AIS ▪ Transition from AIS to AIM • AGA <ul style="list-style-type: none"> ▪ 32 AFI International Aerodromes certified. 	<ul style="list-style-type: none"> • On-going implementation of the 5-year RASG-AFI LOC-I Plan of Action. • AFI Plan The Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) continued to yield positive results through ROST assistance activities, including several AFI Plan funded assistance projects on Aerodrome Certification, ANSP Peer Review, SSP Implementation, Search and Rescue (SAR) organization, Accident and Incident Investigation (AIG) and Fundamentals of Safety oversight (FSO). In 2019, the number of SSC States in the region reduced to one, not to mention the overall number of African States with EI above 60 per cent increased by about 10 per cent to 33. • Identification and refinement of AFI Safety Targets • Identification of Safety Priorities • Review of RASG-AFI Safety Support Teams (SST), namely Fundamentals of safety Oversight (FSO), Aircraft Accident and Incident Investigations (AIG) and Significant Safety Concern (SSC) • Initiation of the development of the planned Regional Aviation Safety Plan (RASP).

<p>Key PIRG/RASG Activities and Achievements in 2019</p>	<p>GENERAL</p> <ul style="list-style-type: none"> • ATM/SAR <ul style="list-style-type: none"> ▪ Developed the AFI Regional ATM Contingency Plan and harmonization of national Contingency Plans with the Regional Plan. ▪ Developed 30 new PBN routes in preference to existing conventional routes resulting in reduction distance of 1,844.7 NM, fuel savings of 9,123 Kgs, and carbon savings of 28,660 Kgs. ▪ Reviewed the AFI regional route network and coordinated the implementation of all pending approved routes. ▪ Trained 24 technical officers from 7 states and 2 international organizations on the management of the ICARD and reviewed the duplicated 5 Letter Naming Codes (5-LNC) for the AFI states. ▪ Reviewed the AFI SSR Code management plan and updated the Doc 7474. ▪ 103 technical staff from the States participated and were trained on the understanding of CCO/CDO: giving guidance with regards to PBN and CCO/CDO provisions in the AFI Air Navigation Plan; ▪ Coordinated inter-regional Search and Rescue (SAR) workshop with MID region; developed coordination procedures for SAR inter-region activities. ▪ Conducted technical missions to the following states to assist in the determination of the gap analysis in SAR and the development of the SAR plans: Liberia, Carbo Verde, Cote d’Ivoire, Equatorial Guinea and Niger. ▪ Reviewed and updated the minimum Reporting Areas for the management of the AFI ANS Deficiency database. ▪ Coordinated a special ATM coordination meeting between the Eastern African states to address the high level of coordination failures reported in horn of Africa region. 	<ul style="list-style-type: none"> • Conducted 10 ROST missions including 2 IVA to assist States improve their safety oversight system. • Supported 5 audits/ICVM activities. • RASG-AFI Workshop on LOC-I and UPRT. • Workshop on EDTO. • Average EI for ESAF States rose from 52.97% to 54.3per cent • Conduct of National Aviation Safety Plan (NASP) • Conduct of Aircraft Accident and Incident Investigations (AIG) Workshop • Conduct of Government Safety Inspectors—Airworthiness Course • Assisted States remotely and through onsite technical missions to elevate their EI of CEs of Safety oversight systems • Increase in EI for all the States that were subjected to ICAO USOAP activities • Increased updating of OLF for all modules • Conduct of SSP Gap Analysis for the majority of States • Development of SSP implementation plans for some States • Incremental implementation of SSP by States • 2 RST Go-Teams missions (workshop and establishment of RSTs) • Regional workshop on Runway Safety with FAA in Lome (Togo)
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	<ul style="list-style-type: none"> ▪ Coordination with EUR NAT and SAM regions for ATS improvements and flight level optimization in the high seas over the Atlantic Ocean; ▪ Coordinated PBCS implementation activities including adoption of RCP 240/ RSP 180 and expanded the functions of the ARMA to include PBCS monitoring. ▪ Coordinated with ARMA to obtain the relevant data for conducting RSVM airspace Collision Risk Assessment/13. <ul style="list-style-type: none"> • CNS <ul style="list-style-type: none"> ▪ Completed upgrade of NAFISAT and SADC VSAT2 networks and most of missing flights resolved ▪ Improved interoperability between AFI VSAT networks ▪ Readiness of the networks to support the new added services (IP based Space Based ADS-B data and AIM system). ▪ ICAO GNSS Policy, AFI GNSS strategy and SBAS implementation criteria highlighted and Terms of Reference (ToRs) of the CBA related to the implementation of the GNSS/SBAS project in Africa developed ▪ ICAO Position for the ITU WRC-19 promoted as result all ICAO issues and concerns addressed and dealt with successfully. ▪ Implementation of AMHS and ADS-C/CPDLC increased ▪ Workshop on Cyber Safety and Resilience for Air Navigation Systems organized and as result participants recognized that cybersecurity encompasses cyber safety and resilience • AIM <ul style="list-style-type: none"> ▪ 76 participants from 21 ICAO Contracting States, and 5 International Aviation Organizations were trained on the importance of timely and quality of aeronautical information data; participants identified and resolved to eliminate the common AIM deficiencies especially from the source. 	
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	<ul style="list-style-type: none">• AGA<ul style="list-style-type: none">▪ Coordination and continuous assistance to 5 States/airports (Burkina Faso, Bénin, Congo, Cameroun and Equatorial Guinea) for aerodromes certification in the AFI Plan framework▪ Conduct 2 Regional workshop on aerodrome certification and USOAP-CMA tools (Brazzaville and Ouagadougou)▪ Conduct of 2 workshops (Dakar and Accra) and assistance to States for the implementation of the GRF▪ Coordination of 4 APEX reviews (Conakry, Monrovia, Praia and Sal)▪ Technical assistance mission to 6 States▪ Continuous support to APIRG and its Sub Groups activities▪ Coordination and support to Regional Projects (PASTACO, China funded project for Congo)▪ Support the ICAO-WHO CAPSCA training in Johannesburg (South Africa)▪ Conduct of a CAPSCA assistance visit to Senegal▪ Monitoring of the ongoing Ebola outbreak in DRC▪ Conducted Aerodrome Certification incorporating PANS-Aerodromes Workshop for East and Southern African Region in Lusaka Zambia.▪ Conducted two Global Format for Reporting of Runway Surface Conditions (GRF) Workshops in Nairobi and Johannesburg for East and Southern African Region.▪ Conducted technical assistance mission to Seychelles to assist in certification of Aerodromes.▪ Conducted APEX Assistance mission to Malawi together with ACI▪ Conducted Runway Safety Team Assistance mission to Botswana together with ACI and IATA	
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	<ul style="list-style-type: none"> • METEOROLOGY <ul style="list-style-type: none"> ▪ Updated regional guidance material providing responsibilities and procedures to be followed for OPMET data exchange as well as guidance for the procedures and formats related to the preparation and issuance of SIGMETs. • Coordinated and conducted an annual testing activity conducted to assist States in the preparation and issuance of SIGMET information 	
<p>Specific challenges faced by PIRGs/RASGs and States, for the regional implementation of SARPs and PANS</p>	<ul style="list-style-type: none"> • To improve States response to SLs • To improve Active participation by States in ICAO Regional meetings and related APIRG programmes. • To Improve coordination amongst States in areas of SAR • Improve the level of implementation for ATS Interfacility Data Communications (AIDC), Automatic Dependent surveillance-Broadcast (ADS-B) and Controller–pilot data link communications (CPDLC) • Improve understanding of ATFM and A-CDM concepts • Implement the agreed strategy to resolve the deficiencies related to: aeronautical cartography, eTOD, Quality Management System (QMS), Data inter-operability, etc. • Improve States developments of National SAR Plans • Improve the implementation of the transition from AIS to AIM (eTOD, eAIP, AIXM, etc.) • Improve the Technical capacity of the ANS regulatory staff. • Lack of resources and availability of experts for supporting projects activities • Improvement in participation of State experts in Aerodrome Operations projects especially in RFFS and Aerodrome Data. • Increased number of Aerodrome Certified under AFI Plan Aerodrome Certification project 	<ul style="list-style-type: none"> • Deficiency in technical staffing levels. • Lack of implementation of an appropriate training programme. • Slowness in updating the Online Framework. • Limited financial resources for the majority of States • Lack of political commitment for some States • Lack of sufficient qualified, trained and experienced inspectors

<p>Associated recommendations and actions taken regarding above</p>	<ul style="list-style-type: none"> • Safety issues directly related to flight operations • Accidents and Incidents Analysis • Remotely Piloted Aircraft Systems (RPAS) • Cyber-Threats and ANS Resilience • Regional Safety Oversight Organizations (RSOOs) • SMS implementation • Runway Safety • Unsatisfactory Condition Reports (UCRs) • RVSM airspace safety • Airspace contingencies • Public Health Emergencies 	<ul style="list-style-type: none"> • Safety issues directly related to flight operations • Accidents and Incidents Analysis • Remotely Piloted Aircraft Systems (RPAS) • Cyber-Threats and ANS Resilience • Regional Safety Oversight Organizations (RSOOs) • SMS implementation • Runway Safety • Unsatisfactory Condition Reports (UCRs) • RVSM airspace safety • Airspace contingencies • Public Health Emergencies
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